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CENTRAL INTELLIGENCE AGENCY

CONFIDENTIAL
INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO.

25X1A

COUNTRY USSR

DATE DISTR. 7 October 1949

SUBJECT Aircraft Plant No. 1/18 in Kuibyshev

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PLACE
ACQUIRED [REDACTED]NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO [REDACTED]

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SUPPLEMENT TO
REPORT NO.1. Work force: About 5,000 Soviets, including fifty per cent women, worked in each shift.2. Production in the spring of 1948:

a. One to two jet-fighters every day. Two jet-power plants were installed in or under the fuselage. After the aircraft had been flight tested and the armament adjusted, the planes were shipped off by rail.

b. Jet-power plants, each no larger than about 7 feet long and 30 inches in diameter, packed in boxes, were trucked to the plant.

3. Repair work:

a. Twin and four-engine commercial aircraft were repaired in the plant.

b. The twin-engine aircraft were of US make. The four-engine aircraft were, according to Soviets, modern planes of Soviet make which remained on the adjacent landing field.

4. Deliveries from other plants:

a. Aircraft weapons were supplied by a nearby plant and shipped by factory-owned trucks.

b. Eighty to hundred tons of aluminum per day.

5. By-products:

a. Adjusting plates of primitive construction. The plates were 250 mm in diameter, 980 mm long, and had a cone with a middle diameter of 65 mm.

b. Aircraft service devices such as servicing cars, servicing ladders, and servicing platforms.

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6. The plant gave the impression of being modern and well managed. Although the prescribed production quotas were too high, the production of the various departments was synchronized. Assembly was done on a line basis. The skill of the workers differed, but some of them were versatile specialists.

25X1A ~~CONFIDENTIAL~~ Comments:

a. Report confirms previous information on Aircraft Plant No. 1/18 in KRYBYSEV.

b. Information on reported production for the spring of 1948 varies greatly. This may be due to the fact that the reporting [redacted] a part of the entire production.

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c. Previous reports stated a daily production of ten to fifteen turbo-jet aircraft, one gave a daily production of three to eight planes, and another report in addition to this report a daily production of one to two planes.

d. It is considered probable that the monthly production amounted to 200 to 250 aircraft (about ten planes per day). It has not yet been definitely clarified whether only the Mi-9 type was manufactured in the plant or whether the production of another model of the Mi-11 (or Mi-13) type, which was shown at the MOSCOW Air Parade in July 1948, was already started in the spring of 1948.

e. Repair of transport and commercial aircraft was previously reported.

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